

五拜禮 號五月正英港香

THIRTY DOLLARS
PER ANNUM.


Intimations.

SALES
ACCELERATED by Competition and **POPULARITY.**

DAILY INCREASING
ON ACCOUNT OF
UNIFORM QUALITY,
AND
P. RMANENCY
OF RESULTS.

TERMS FROM
Watkins, Limited,
Sole Consignees,
SCHLITZ BEER.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds. 
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers

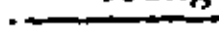
27] **PEAK HOTEL**
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS
1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK
HOTEL.
Fine Healthy location, variety of beautiful scenery... Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street,
Hongkong, 1st October, 1899.

A. MOIR,
Manager.

[28]



VICHY WATER.

CÉLESTINS.

JUST LANDED.

Telephone
75.

A FRESH SUPPLY OF

THIS WELL KNOWN AND EXCELLENT WATER.

Per Dozen bottles\$6

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 3rd January, 1900. [15]

ENGLISH ALES.

IND COOPES	per Cask of 8 doz. Pts.	\$1
BASS	Do.	\$1

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 6th December, 1899. [20]

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.
Closest Port Outlets Exported.

ACHEE & Co.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (1239)

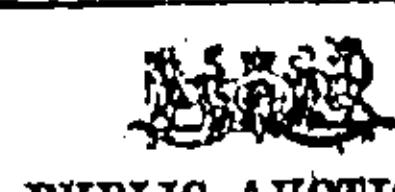
PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE in
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
Buckingham Palace Road, London, W.

(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [1242]

Advertisements.



PUBLIC AUCTION.

BY ORDER OF THE OFFICIAL
ADMINISTRATOR.

THE Undersigned will Sell by PUBLIC AUCTION,

on
TUESDAY, the 9th January, 1900,
at their Sales Rooms, Ice House Street.

SUNDY GOODS AND EFFECTS
of the Late Captain J. A. CLARKE, deceased.
Comprising—
SUNDY FURNITURE, CLOTHING,
A QUANTITY OF
NAUTICAL AND SCIENTIFIC BOOKS,
CHARTS, NAUTICAL INSTRUMENTS,
&c., &c.

ALSO:
Two Models of SAILING SHIPS.

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 5th January, 1900. [27b]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,

on
WEDNESDAY, the 10th January, 1900,
at Noon,
at H.M. NAVAL YARD.

SUNDY NAVAL AND VICTUALLING
OBSELETE AND CONDEMNED
STORES.

Comprising—
OLD IRON, PAPER STUFF RAGS,
CANVAS, CLOTHING, IMPLEMENTS,
&c., &c.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th January, 1900. [29b]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE THIRD ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
of the Company will be held at the COMPANY'S
OFFICE, No. 9, Praya Central, Victoria, on
SATURDAY, the 13th January, 1900, at
NOON, for the purpose of receiving a Statement
of Accounts and the Report of the General
Managers for the year ending 31st December,
1899, declaring Dividend and electing a
Committee and Auditors.

THE TRANSFER BOOK of the Company
will be CLOSED from 10th to 13th January,
1900, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th January, 1900. [28b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIOLOONG,"

Captain Robinson, will be despatched for the
above Ports, on SUNDAY, the 7th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAIPRAK & Co.,
General Managers.

Hongkong, 5th January, 1900. [25b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"WASAKA MARU,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 11th instant, will
be subject to rent.

All ship-damaged packages must be left on
the Godowns where they will be examined on
THURSDAY, the 11th instant, and
SATURDAY, the 13th instant, both days at
10 A.M., upon notice of such damage being sent
in beforehand to this office.

All claims must reach the Undersigned before
the 13th instant, or they will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 5th January, 1900. [26b]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor,"
and not to individual members of the staff.

Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended
for insertion in this day's issue not later than Three o'clock
on the day prior to the day of publication of the paper.

Advertisements and Subscriptions which are not entered
for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of
any English newspaper published in the Far East, and is
therefore the best medium for Advertisers. Terms can be
learned on application.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality,
Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, super-
ior quality, Black
Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE
extra superior, Violet
Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary, before being sent out.

These Wines are too favourably
known to need comment.

Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 5, 1900.

REUTERS' TELEGRAMS.

THE WAR.

LONDON, January 3rd.

Nothing official has yet been given out
regarding the Coloburg fight.

Re-inforcements.

It has been decided to employ twelve
battalions of Militia outside of Great Britain.
Seven battalions will go to South Africa, two
to Malta, and two to the Channel Islands.
The destination of the twelfth has not yet
been decided upon.

Army Order.

An Army Order sanctions the employ-
ment of a certain number of Reserve Officers,
not above the rank of Major, to fill vacancies.

Cape Colony.

An Official from General French says that
the position is not changed and that he is
still maneuvering. He adds that with small
re-inforcements he could dislodge the enemy
at Coloburg.

New Guns.

It is stated that the Cabinet Defence
Committee has decided to ask for a vote of
over £5,000,000 to provide new guns.

Germany and Japan.

The Japanese Minister at an audience
with the Emperor William conferred the
Order of the Chrysanthemum on the Crown
Prince.

WEATHER REPORT.

The Observatory report says—
On the 5th at 11.55 a.m. barometric changes
are slight. Anticyclone conditions continue to
prevail over China, and gradients remain rather
steep with very strong monsoon on the coast
and in the N. part of the China Sea. FORE-
CAST—Fresh to moderate N. winds; fair.

LOCAL AND GENERAL.

The returns of the number of visitors to the
City Hall Museum for the week ended 31st
December, are:—Europeans 130, Chinese 1,612;
total, 1,742.

The Universal Gazette has received a tele-
gram stating that General Su Yuechun has
returned to his headquarters at Lungchow, the
report that he was detained by the French was
therefore erroneous.

The Morning Post states that detectives have
discovered the author of the explosion by which
the United States battleship Maine was des-
troyed. The author will make a full confession
if he is not punished.

PROFESSOR Fryer, who holds the chair of
languages in the University of California, has
interested a number of San Francisco people
in the scheme for founding a free hospital for
that city's Chinamen, and has been elected
president of the hospital.

It is stated by the *Sin Wan Pao* that Sir
Robert Hart has decided to distribute European
members of the Customs staff among various
likin stations and barracks in this province, from
the beginning of the next year, to study the
system of the likin officials.

The Band of the Hongkong Regiment will
play at the Hongkong Hotel, to-morrow
(Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
—March "A Life on the Ocean Wave".....Hindia.
—Clarinet solo "Foster".....Hindia.
—Violoncello "Wagner's Nibelungen".....Hindia.
—Selection "Gaiety Girl".....Hindia.
—Song "Ye Banks and Brays".....Hindia.
—Song "Hilquistan".....Hindia.
—Song "God save the Queen".....Hindia.

As has been already announced the admis-
sion to the Grand Stands will be the same, viz:
50 cents. A thoroughly good game may be
expected. Kick-off 4 p.m. That excellent
Referee, Capt. Waymouth, has kindly consented
to act.

Within the last few weeks, says a correspond-
ent of the *Japan Herald*, there has been notice-
able activity on the part of the military stationed
at Moji, squads of soldiers moving about
apparently with camping outfits, and drawing
large field guns with them. Target practice
from the fortifications with big guns has been
in progress for weeks in the straits here, and
some very accurate shooting has been done.

We sometimes hear of judges' short summings-
up, but an English paper thinks the following
will take some beating. In a case for swindling
just brought to a conclusion, the jury were
thus addressed:—Gentlemen of the jury—The
only question I have to put to you is:—Was
this a swindle, or was it not? That is my
summing-up. (Laughter.) The jury returned a
verdict of guilty, and accused was sentenced
to six months' imprisonment, with hard labour.

To-morrow afternoon on the Happy Valley,
in aid of the South African Fund, there will be
a match under Rugby rules, England will con-
tend against the World. Two excellent teams
have been got together and visitors to the
ground will be rewarded by seeing a close,
interesting and brilliant struggle for supremacy.
Sufficient sitting accommodation in Grand
Stands, well-protected against wind and rain,
has been provided for a thousand persons.
Kick-off at four o'clock.

The Union Church Hall Shanghai, was formal-
ly opened on the 28th ultimo, the service being
held in the fine hall, which was crowded to
overflowing. The service was conducted by the
Rev. Mr. C. E. Darwent, M. A. the Pastor,
supported by Rev. T. Richard, D. Edkins, Rev.
J. C. Ferguson, and others. Several addresses
were delivered, interspersed by appropriate
hymns. The Rev. A. P. Parker made a very
effective appeal to the congregation to raise £15,
£100 that evening in order to allow the Church
to begin the year with a clean slate. The
appeal was responded to, to the satisfaction of
Mr. Parker. At the conclusion of the ceremony
those present inspected the building.

We do not vouch for the accuracy of this, but
it has been sent to us by a military correspon-
dent, says a sporting contemporary:—
On November 4th, a corporal of the gallant
Welsh Fusiliers was stationed at a gangway
leading from the wharf at Southampton on to
the *Kildonan Castle*, with orders to admit no
one who had not got a pass, and the following
scene ensued:—
An elderly gentleman presented himself, to
whom the corporal:—
"You must show your ticket Sir."

Elderly gentleman with a wave of the hand:
"I'm Donald Currie."

Corporal: "You may be Donald Currie or
Devil-did Currie—You can't pass without a
ticket—Those are my orders."

In Bancroft's *New Pacific* appears the follow-
ing passage:—Long before ever a white man
saw the Pacific, before the times of Polo and
Mandeville, of Balboa and Magellan, trade was
brisk all around this great ocean. There was
commerce in ships between China and Japan,
between China and the Philippines, between
all Asiatic isles and mainland shores, besides
an inland commerce along the river courses
and mountain paths, of the magnitude of what
we can have little conception at the present
day. Nor was this shore and inland traffic
confined to Asia. On the American side it
was the same; not so extensive, perhaps, but
richer, more important, and more extensive
than we ever shall know. Proof lies in what
the conqueror saw, and in the writings of
native historians. The balsams of the Peruvians
were not so venturesome as the junks of the
Japanese, whose wrecks have been found on
the American shore as far south as California,
but they plied the coast far and near, and
visited such islands as were within their reach.
It was so with the Aztecs in Mexico, and even
with the wilder tribes of the north; they were
all eager to interchange commodities, and
besides the coast commerce their dealings
extended far into the interior.

CANTON NOTES.

(From the *Tsun Wan Yat Po*)

On December 29th, a gang of robbers went
to rob a gambling house at the side of Tak
Hing Bridge, Canton. After they had gained
an entrance, the ruffians were straight upstairs
and snatched the money off the tables, and
broke open the money cases. The gamblers
called their men together and faced the
robbers with arms. Unfortunately one of the
shots went through the door and shot a passer-
by through the head. The robbers after ob-
taining a large sum, went away. The gamblers
then shut all the doors and sneaked
quietly away themselves, leaving the dead
body lying outside the door.

Not long afterwards several women, relations
of the man found dead, and the matter
was reported to the mandarin by the
police, who saw the women weeping over
the body. The mandarin, after providing a
coffin, allowed the women to take the body to
their own village for burial. It is reported the
man was a coolie, who used to earn his living
by carrying buckets of water to different
houses.

On the same day a launch while going from
Kau Kong to Loong Kong was fired upon by
some pirates, near Kum Chuk. The pirates
after some firing, boarded her and robbed the
passengers, amount unknown.

On the 3rd inst., a junk named *Che Kwong
Chai*, was going to Loong Kong from Sam Sui.
Some pirates boarded her near Kam Kai,
the amount looted was very small.

FOOTBALL.

The following are the teams for the Rugby
Charity match to be played on Saturday, 6th
January:—

England (whites)—Lt. Browne, R.A., back; Lt.
Tomkinson, R.N., Dr. Tuck, R.N., H.
Hancock, H. Hall, three-quarters; Lt. Gibbs,
R.N., A. Stevens, R.E., halves; R. Castle, R.A.,
A. Halliday, B. Morrell, W. Loring, R.A., R.
Wyman, R.A.F., A. Lewis, R.A., E. E. Deacon,
Lt. Cayley, R.N., forwards.

The World (colours)—B. Johnson, back; Lt.
Crozier, R.N., M. Wilkinson, R.A., Pte. Lewis,
R.A.F., A. Beattie, three-quarters; A. Izat, R.A.,
A. Williamson, halves; Lt. Dix, Lt. Cornaby,
H. McMurtrie, O. D. Thomson, Rev. Tich-
bourne, Lt. McKenit, Lt. Gibson, forwards.

As has been already announced the admis-
sion to the Grand Stands will be the same, viz:
50 cents. A thoroughly good game may be
expected. Kick-off 4 p.m. That excellent
Referee, Capt. Waymouth, has kindly consented
to act.

SANITARY BOARD.

A meeting of the Sanitary Board was
held yesterday afternoon. There were present:—
The President (Dr. Atkinson, Principal
Civil Medical Officer) who occupied the
chair, the Vice President (the Hon. F. H.
May, Captain Superintendent of Police), the
Hon. R. D. Ormsby (Director of Public
Works), Dr. Clark (Medical Officer of Health),
Dr. Hartigan, Major Brown, Messrs. J. McKie,
Chan A. Fuk, Fung Wa Chuen, and Mr. Duggan
(Secretary).

Before proceeding with the formal meeting
of the Board, the President welcomed the
nominated and newly-elected members and
said he trusted that their united efforts would
conduce still further to the sanitary well-fare of
the Colony.

Mr. Chan A. Fuk responded and promised
both his own and his Chinese colleagues' hearty
support to any sanitary measures proposed
for the benefit of the community.

The Secretary read the document from the
Colonial Secretary reporting the election of
Dr. Hartigan and Mr. McKie, as members of
the Board.

DEATH-BERI.

The following minutes were appended and
action taken owing to the outbreak of Beri-Beri
at the Blind Home, and Berlin Foundling
House, (Dr. Clark's report was published in our
last night's issue).—

The President intimated:—"This outbreak
presents many peculiar features. (1) The early
age of those attacked; (2) the intensity of the
infection and the rapidity with which it attacked
the children at the Berlin Foundling House. This
points more to some common cause, such as
food. (4) As against the soil theory may be
adduced the fact that the disease is not so in-
fectious amongst Chinese adults: e.g., when it
occurs in a house it does not spread as a rule
to the other inmates."

Dr. Hartigan intimated:—"The Blind Home
has had an unhealthy reputation for years.
Never, followed by nerve affliction, Beri-Beri?"

The Vice President proposed that the pre-
mises be disinfected in accordance with the
recommendation of the Medical Officer, and
that if the ground surfaces are found not to be
concreted the owner be called upon to concrete
them.

The Hon. R. D. Ormsby seconded and the
motion was carried.

THE PRESIDENT'S MEMORANDUMS. The
Secretary's memorandum, and minutes
attached, as already reported, came up for
discussion.

The President said that the measure sug-
gested practically meant an important alteration
in the Public Health Ordinance.

The Vice President said it would be advisable
to draft the desired amendment and forward it
to the Government.

Dr. Clark:—"It is only the repeal of Section
19 that is required."

The Vice President said that that required
giving notice.

Dr. Clark said he was prepared to
move that the Board obtain the opinion of
the Attorney General as to the advisability
of repealing section 19, of the Public Health
Ordinance, which provided that a due notice
should be given to the offender before any
further steps were taken.

The question had been raised in reference to
line-washing, a notice had to be served on the
owner of the building at the conclusion
of the two months allowed by law in
which the house had to be cleaned and
line-washed. The notice had to give a reason-
able time to comply with the order. This
reasonable time had been much discussed with
property owners. For instance if an owner
neglected to line-wash 50, 60 or 100 houses,
the Board would have to serve notices for each
house, so that the line-washing by-law
became of very little effect. At the present
moment they were in January, 1900, and during
November and December of last year, 2,640
houses ought to have been line-washed.
Something less than 2,000 had been done, leaving
600 untouched up till now. The Board
now had to give the offending property owner
notice for each house, serve the notice
personally and give a reasonable time in
which to do the work. Section 19, as it is
now interpreted by the Law Officers of the
Sanitary Board, there was a by-law requiring
a householder to notify a case of infectious
disease occurring in his house, at present they
could not deal with a householder, for non-
compliance with the by-law, until they had
given him notice to notify the case within a
week. This state of things was absolutely
absurd.

There was also a by-law which said that
two bodies should not be buried in one grave,
when this was contravened they had to give an
offender a week's notice not to do it, even if
he had already done so. Another by-law
prevented disinterment of a dead body without
permission; if a body was disinterred without
permission they had to give the offender notice
not to do it. A by-law said that a common
lodging house should not be converted into
a brothel—the actual words were that the
keeper was not to harbour bad characters.
A keeper of a lodging house was supplied with
a copy of the by-laws and it was only reason-
able to expect him to comply with them.
Still at the present time, the keeper of a
common lodging house was entitled to an
offence before any action could be taken. Section 19
of the Public Health Ordinance said "It should
be lawful for the Board" to issue notice.
It did not say the Board must, but it had been
interpreted as such. The Board had enormous
difficulties in prosecuting offenders against its
by-laws. There were some matters that did
require notice, such as nuisances—but these
were dealt with under section 18 of the Ordinance.
It would be a hardship to prosecute
people for some technical infringement of the
law, without giving them reasonable notice.
It might be considered a hardship if a man was
prosecuted if the fall of a drain was in the
wrong direction; in this case he would be first
served with a nuisance notice under section 18
to lay the drain in a proper manner.

Dr. Hartigan said the Government ought to
be informed that the section placed the Board
in a perfectly ridiculous position.
The motion was carried.

COCKLOFTS.

The amended regulations as relating to
mezzanine floors and Cocklofts are to be
forwarded to the Government.

RINDERPEST IN THE NEW TERRITORY.

Mr. Ladds (Colonial Veterinary Surgeon)
submitted a report on cattle and rinderpest in
the New Territory. He stated that the grand
total of cattle there was 3,416 the grand total
of buffaloes being 1,862. The grand total number
of deaths reported amongst the animals during
the past six months was—cattle 785, buffaloes
29. The total number of villages visited by
him during fifteen days while on a tour of inspec-
tion in the New Territory was 204. The cattle
were housed in wet weather in small mud
hovels and during dry weather were generally
placed in a compound situated in front of the
villages. Many of these compounds were
covered with a layer of cement or lime. Mr.
Ladds added:—"I may mention that from the
districts of Shatin, Pingshan, Chun Wan and
Taipo there is a great amount of straw and
paddy supplied to the various dairies in Hong-
kong."

AN APPLICATION REFUSED.

An application was received from Sing Kee
asking for permission to retain a cattle-shed
within city limits for three months.

On the motion of the Vice-President,
seconded by Dr. Clarke, the application was
refused.

CENTRAL MARKET.

The following minutes were attached to the
report by the Colonial Veterinary Surgeon on
the Extension of the Central Market, (already
reported).—

Dr. Clarke intimated:—"The Board had
better enquire what decision the Government
has arrived at."

The Hon. R. D. Ormsby intimated:—"This
has, I believe, been already decided."

The Hon. R. D. Ormsby observed that the land
had always been understood that the land re-
quired in front of the Central Market should
be sold, and the question of erecting a fish-
market there had been considered by Govern-
ment.

On the motion of the President, seconded by
Dr. Hartigan, it was decided to forward the
report to Government.

MORTALITY STATISTICS.

The death rate for the Colony of Hongkong
for the week ended December 16th was 22.8
against 20, and 15.3 for the corresponding week
last year. The death rate for the following
week was 20.1, against 18.9 for the correspond-
ing week last year.

The deaths in Macao for the week ended
December 17th numbered 58, of which five
were from typhoid fever and two from beri-beri.

LINE-WASHING IN THE WESTERN DISTRICT.
Dr. Clark said that out of 4,600 houses in the
Western District only 2,050 were line-washed
during the months of November and December,
so that they had practically 600 tenements in the
Western District not line-washed. He asked
for power to serve notices on the offenders and
to prosecute them.

The Hon. R. D. Ormsby seconded, and the
motion was carried.

CONCRETING.

An application for exemption from concret-

the spirit of conquest, and she contented herself with claiming the place which belongs to her in the regulation of international competitions. There exists between China and France a close solidarity of interests. We cannot believe that, in face of a clear declaration of our determination to maintain ourselves at a spot which has been ceded to us by the same title as other concessions made to England, to Germany, and to Russia, the Tsung-li Yamen will persevere in a hostile policy.

The cession of Kwang-chow-nan necessarily carried with it the cession of the islands which shelter the anchorage and assure possession. This spot concerns in the highest degree the future of Indo-China. We are there; we must stay there. Our departure would entail serious consequences, and on the other hand, our occupation would be illusory if it were not surrounded by the guarantees demanded by the French Commission of Delimitation.

(Signed)

VICE-ADMIRAL DE COUVREVILLE.

CONTRABAND GOODS AND PERSONS FOR THE TRANSVAAL.

(BY A LEGAL CORRESPONDENT.)

In view of the capture of the German steamer *Bunderath*, with three German officers and twenty men in khaki uniforms on board, by a British cruiser in the neighbourhood of Delagoa Bay, the following will prove of interest:

At least two interesting questions of Naval Prize Law arise in the present contest. First: Have we the right to stop neutral vessels on the high seas carrying contraband such as munitions of war, to Lourenco Marques, or elsewhere on the Portuguese East African coast, to be forwarded on by the Delagoa Bay Railway, or other route, to the Transvaal? Secondly: Have we the right in the same way to stop neutral vessels carrying intending belligerents, such as the three hundred Frenchmen who are said to have volunteered or taken service under Kruger for the mere pleasure of fighting this country? A third question may be added for completeness: Are goods of British origin forwarded with the same destination on British or neutral vessels liable to capture? These three questions, it is believed, cover all the grounds of capture that are likely to arise, seeing that the Boers have no ports to be blockaded and no ships to blockade our ports.

As to the first question regarding contraband cargo, the fact that at least one foreign vessel has been stopped and searched by a British cruiser in East African waters would seem to indicate that our legal authorities are now prepared to answer it in the affirmative, but it would be necessary to know what actually happened before coming to a definite conclusion. The fullest and most recent discussion of this and the second question by an English writer is to be found, curiously enough, in the Introduction (pp. xviii-xviii), contributed by Professor Westlake to the volume of "Cases on International Law during the China-Japanese War," by the Japanese Professor Sakue Takahashi, issued a few months ago from the Cambridge University Press. All three questions turn on what is known as the doctrine of *continuous voyages*, whether ship, cargo, or persons, as the case may be, are exempt from capture because they are proceeding or being conveyed in the first instance to a neutral port—say, Lourenco Marques—or whether their ulterior hostile destination—say, Pretoria—may be treated as a ground for capture. The question gave rise to some controversy during the American Civil War, in which, as was only natural, the American courts were inclined to extend the doctrine unduly, while some of our own writers endeavoured to restrict it as unreasonably.

In the case of the *Springbok*, 1866, 5 Wallace 1, the Supreme Court of the Cape Colony held that a vessel might be condemned to the neutral port of Nassau with a cargo to be sent on by another vessel to a blockaded port. This decision appears both unreasonably and opposed to an expression of dissent from Lord Stowell in the *Young Peter*, 1801, 4 C. Rob. 79. But the same objections do not apply to the simultaneous decision, exactly covering the present case, in the *Peterhof*, 1866, 5 Wallace 1—that cargo of a contraband nature consigned to Matamoros, in Mexico, to be thence forwarded across the Rio Grande to the Confederate territory, was liable to confiscation. It is true that two years earlier, in an action by a policy of insurance covering this identical cargo, the Court of Common Pleas in England held that to make contraband goods liable to seizure they must be in actual transit to a hostile port; but they observed that there was nothing on the facts or admissions before them to show that arrangements had been made for sending on the contraband goods from the neutral port to a hostile destination. (Hobbes v. Henning, 1864, 17 C. B. N. S. 791.)

THE AMERICAN DOCTRINE.

That is the crucial point, for the American Courts admit that it is not unlawful for a neutral to send goods of a contraband nature by sea to a neutral port on the chance of finding a purchaser there, or, as it is said, "to form part of the common stock of trade at the neutral port." The American doctrine, on this point, Mr. Westlake points out, was adopted by the Institute of International Law at their meeting in Venice in 1896. Except this case of *Hobbes v. Henning*, a technical argument on demerit, which only dealt in passing with the question, there does not seem to be any English authority the other way. The only authority there cited was a dictum in the *Imina*, 1800, 3 C. Rob. 167, where a vessel had started with a contraband cargo for a hostile port, but, on hearing that such port was blockaded, had altered her course, and made for a neutral port. The point discussed was whether the intention at starting to carry contraband to a hostile port was enough to justify condemnation, although, before capture, the vessel had altered her destination, and was making for a neutral port. Lord Stowell said that to justify condemnation the contraband must be in course of transit to a hostile port; but there was no suggestion before him that the cargo to be landed at the neutral port was to be forwarded on overland to a hostile destination. If that had been proved, there can be little doubt that Lord Stowell would have upheld the capture, as he did in the case of the *Richmond*, 1804, 5 C. Rob. 325, a vessel with a contraband cargo captured on her way to a neutral port, but with a hostile port as her ulterior destination, or as in the *Young Peter*, 1801, 4 C. Rob. 79, when he condemned, under the rule against trading with the enemy, a cargo shipped by a British subject for a neutral port to be forwarded overland to a hostile destination. On the whole, there are good reasons for believing that on this point our Prize Courts and Privy Council would adopt the doctrine of the Supreme Court. It should in fairness be stated that the semi-official "Manual of Naval Prize Law" limits contraband to goods bound for a hostile port, but without citing any other authority than the *Imina* above referred to.

SUSPICIOUS CHARACTERS.

As to the second question, whether this doctrine of continuous voyage applies to what, in spite of the late Mr. Hall, we may call contra-

band persons, Mr. Westlake argues that it does not, on the ground that such persons, having minds, may change them on arrival at the neutral port and abandon their hostile destination. But the consignees of contraband cargo could equally alter their destination at the neutral port. On this point we prefer the reasoning of the Japanese Professor. This question, it should be stated, came up in the Japanese war in the case of one Wild, an American adventurer who had persuaded the Chinese representatives in the States to enter into an egregious contract with him for the destruction of the whole Japanese forces by a secret process, at a small cost and without losing ships or men except by a stray shot at long range. To meet the desperate peril the Japanese searched, while she was touching at one of their own ports, the *Gallie*, on which Wild had shipped at San Francisco for the British port of Hongkong, on his way to China, and afterwards arrested him at another of their ports on board the French ship *Sydney*, to which he had transferred himself to escape capture. Neither proceeding gave rise to any diplomatic incident, but, as Professor Westlake points out, in both cases Japan was acting in her own territorial waters. Independently of the question of continuous voyages, there is much difference of opinion as to the capture of such persons. Mr. Hall goes so far as to deny the right to detain passengers in the service of the enemy on board a neutral vessel unless the vessel has been in some further way identified with the service of the enemy; but this view runs counter to the authorities, and is not followed in the "Manual of Naval Prize Law." As Lord Stowell pertinently asked in the *Friendship* case, "What are arms and ammunition when carried on men?" There is little doubt that a neutral vessel carrying a large number of passenger recruits for service in the Transvaal might be detained and taken in for adjudication with equal regard for law and justice. In the famous *Trent* case, which stirred up so much bad blood between the two peoples, Mason and Sidel, the Confederate envoys to Great Britain, were taken off a British ship bound immediately for a Danish and ultimately for an English port. The seizure was wrongful because they had no contraband character, being engaged not on a military but a diplomatic mission. The United States preferred, however, to surrender them, on the ground that they had been irregularly taken off the *Trent*, instead of the vessel being detained and taken in for adjudication. The latter is undoubtedly the more regular course, and is now prescribed to our naval officers. Lord John Russell, however, was too well advised to claim any general immunity for the carriage of persons in the enemy's service.

As to the third case, of British subjects trading with the enemy, goods shipped by them on board British vessels for Lourenco Marques, with the ulterior destination of the Transvaal, may certainly be seized, as expressly decided in the *Young Peter* already quoted. In the case of such goods not being contraband shipped on board a neutral vessel the position has been modified by our adherence to the Declaration of Paris, which protects enemy's goods on board neutral vessels from seizure. The answer would seem in strictness to depend on whether the property in the goods had passed to the consignees in the Transvaal or not. This particular question is hardly likely to be raised; and, indeed, there is as yet no news of any vessel having been captured and taken in for adjudication by the colonial prize court. —P.M. GAZETTE.

BRITISH REVERSES OF THE CENTURY.

In view of the recent British reverses in the Transvaal, it may be interesting to recall some of the principal disasters that have befallen British arms during the century, which are thus given in a London paper:—

The first great disaster after the conclusion of the Napoleonic wars was the loss of twenty thousand men, including British infantry and cavalry and a large contingent of Sepoys, in attempting to force the Khyber Pass in 1841. The British had sent a double expedition, under Burnes, by way of Quetta and the Bolan, and under Wade by way of the Khyber, in order to back an unpopular claimant to the throne of Afghanistan against Dost Mahomed, who was supposed to be lean to the Russians. The Khan of Khetlat had said to Burnes on his way up, "You have brought an army into the country, but how do you propose to take it back again?" That is the whole gist of the matter; no one withstood the resolute advance, but the hill-tribes, the mountains, the Afghan winter, absolutely barred retreat. Of the twenty thousand who retired from Cabul, one solitary doctor escaped to tell the fate of the remainder.

The British reverses in the Crimea were matters of commissariat and organisation rather than of arms; but the loss of this useless war, both in blood and in money, was a disaster in itself. The attack upon Russia was followed at a short interval by the Indian Mutiny; whereof the earlier chapters record what may be described as the most frightful disasters of the century. The revolt of the Sepoys took the Indian authorities by surprise; the country between Lower Bengal and the Punjab in 1857 an almost unbroken area of massacre; and to this day an Englishman can scarcely hear the names of Delhi, Lucknow and Cawnpore without a shudder.

The second Afghan War began with the British invasion of the country of Sher Ali in 1838. As in 1839, we marched up country without much trouble or loss, took possession or control of the passes, and established our Resident at Cabul. The massacre of Sir Louis Cavagnari was followed by a war of varying fortunes, which brought Sir Donald Stewart, Lord Roberts and other generals into prominent notice. The battle of Maiwand, fought on July 27th, 1880, was a terrible disaster. Burrows lost over thirteen hundred men, out of the total garrison of three thousand at Kandahar; and it was left to Lord Roberts to relieve the isolated town by his famous march. The Zulu war inflicted on the British the great disaster of Isandlwana when fourteen thousand of the blacks surrounded Colonel Glyn on his march from Helpmakaar, with two battalions of the 24th, a battery, and a few reserves. This calamity was almost an extermination; and the news as it reached England was only relieved by the account of the splendid stand of Lieutenants Chard and Bromhead, with 80 men, who defended the commissariat store at Rorke's Drift against 4,000 natives, and so prevented the victorious impiety of the Zulus from entering Natal.

The disasters in the Transvaal War of 1881, arising out of the annexation of 1877, have been sufficiently recalled to mind in the past few months. Sir George Colley was dispatched with less than a thousand men, of whom he lost more than a quarter at Laing's Nek on January 28th. The Gordon Highlanders were hurried up in the time to share in a further defeat on the Ingogo River; and Colley's last occupation of Majuba Hill led to the final disaster of all on February 12th. The Highlanders, two companies of the 5th, two companies of the 6th, and sixty four blue-jackets reached the "saucer-like summit" at five in the morning. Soon after noon the edges of the saucer were lined by Boers, who, in

practical security, shot down nearly half of the British, with Colley at their head. The occupation of Egypt brought with it sundry disasters in the Sudan. Hicks Pasha lost an army of seven thousand men. Osman Digna massacred the garrison of Sinkat, and inflicted a heavy defeat on Baker Pasha at Trinkitat. In these cases the massacred troops were Egyptians, under British officers. In 1884 came the Nile Expedition for the relief of Gordon in Khartoum. On Jan. 17th of the following year was won the Battle of Abu Klea. Herbert Stewart fell in another costly but still successful battle at Abu Kru, and Sir Charles Wilson, with his small flotilla, pushed up-stream to the neighbourhood of Khartoum, only to find that Gordon's gallant stand had ended with the massacre of his garrison and his own death.

This list of reverses within the past sixty years cannot be regarded as a long one, or as particularly serious, when we bear in mind the extent of the British empire and the multiplicity of British military operations. As compared with British victories in the same period, British defeats shrink into insignificance.

INTERESTING SIDE LIGHTS ON THE WAR.

A remarkable tribute is paid to the British officers in the war by Julian Ralph, an American who is acting as war correspondent in South Africa. In a letter dated from Cape Town, he writes as follows:—

On every ship that arrives in Capetown from London are many British army officers. Some ships bring a dozen or twenty; others as many as fifty. They are the pick and flower of Englishmen. Most of them are young men, in the late twenties and early thirties, bearing distinguished names, exhibiting the long slender faces of the British aristocracy, carrying themselves at once like dandies and like athletes.

No one strange thing about them is that nobody is sending them there, and they do not know to what part of the seat they are going or what they are going to do. They only know that they could not keep away. They are to see what they call "the fun." It is a war against bushwhackers, guerrillas, and sharpshooters, in which a far greater proportion of officers than men are certain to be killed, but that does not matter to them. The first accounts of skirmishes they read after they have landed tell of the deaths of officers and the wounding of others. Apparently the manner in which the enemy reveals its presence among the hills, out Natal way, is by the dropping of an officer from his saddle or his tracks as he pushes ahead of his men. What of that? It is part of "the fun," they say.

These fine young fellows have come during their leaves of absence, which have been well-earned in active service, in disagreeable climates, in lonely garrison posts in the Sudan or on the Indian frontier. One who came here with me has given up a billet for which he had long been striving, and which was offered to him just as he had determined to come out here and do a little fighting for variety. Another of my companions of the voyage was starting to make a long projected tour of the world, but this disturbance proved more attractive. A third officer on the same ship arrived in England to see his people, from whom he had long been separated; but he got no further than London, and only stayed four days when he caught the spirit of his comrades and bolted for South Africa. On another ship was a young man with an income of £40,000 a year who was just about to be married, but instead of taking his bride to St. George's he asked her down to Waterloo to see him off for Durban.

I watched these men on shipboard during seventeen days. They were up at six o'clock every morning, running so many dozens of times around the deck in slippers and pyjamas in order to keep themselves in good condition, then plunging into a cold bath, coming back to the deck again in flannels as fresh and blooming as new-cut flowers. All day they read about South Africa in the little libraries they had brought along with them, and which they exchanged for other books that other men had brought on board. They were, I say again, the best of Englishmen—wide-awake, well-informed, proud, polished and bounding with animal strength and high spirits.

The more I saw of them the angrier I got at all I have ever read about the various fanatical people on earth who are celebrated for not being afraid to die—the Sudan dervishes, I mean, and the stolid Turks and piffling Albanians, and now, last of all, these wooden-headed Boers. Of some of these we are told that they welcome death, of others that they believe themselves in God's care. And what of these English? Are they afraid to die? Who would say such a thing—or think it for a moment—of these splendid fellows who have led English ranks against every fanatic on earth except the Turks? They are as ready to die as any men, and they rank above their foes as towers rise above the lowly grass, because they risk their lives with a full knowledge of what they are doing, and because in risking themselves they risk the most enviable lot of which any men can boast. The incomes, the estates, the wives, the clubs, the comforts and the luxuries with which these men can surround themselves whenever they will, are ties which should make life dearer to them than the bare, hard lot of most of the poor wretches whom historians and poets have glorified for not fearing death; every one of whom, I honestly believe, fears it more than these splendid, dashing fellows, who keep on carving empires out of the map to swell the size of England.

In the same letter the correspondent deals with another and less attractive side of the composite South African picture. Having given the witness of the Army officers he proceeds:—

"Deen to Government House?" I asked one of these men yesterday. "No," said he, "and I'm not going. I am afraid they might send me somewhere out of the back of things. I don't want them to know I'm here. I'm going to wherever it's liveliest. I'll be certain to find somebody under whom I have served or with whom I have fought, and so I'll see the best of it."

And that was the man who told me that out of two men with whom he studied for the service seventy-five are dead already, fifteen of illnesses and sixty of bullet wounds and spear thrusts! It is disgusting to leave these men and turn into any one of the Capetown hotels to find yourself surrounded by the rich refugees from Johannesburg and to hear them cry like children as they tell you what they will do for the British do not hurry up and take the Transvaal before the Boers destroy Johannesburg. They actually cry in their plates at dinner, and half-strangle themselves by sobbing as they drink their whiskey at bed time. The Mount Nelson, the Queen's, and the Grand hotels are all full of these merchants and millionaires, faring on the fat of the land, idle, toasting all of them every day, and discussing what per cent of their losses the British government will pay when they put in their claims at the end of the war.

Some of these clerks, some as labourers in the mines, and some as merchants who brought £10 worth of goods out from Birmingham a dozen years ago. They tell you that they have left £100,000 worth, or £80,000 worth of goods in their shop, and that altogether

£250,000,000 is in danger of destruction in Johannesburg.

"Oh, mine God!" one has just been saying to me; "I can't tell how much I shall lose by this peccancy. I speak with much feeling, my friend. Bless excuse me crying. You do you think? Do you think I can get back dirty-dree per cent of vot I lose from de British Government? Oh, God-den I lose £60,000—and it derrible!"

They are pulling their long faces all over the place and shedding their tears wherever you meet them. It is enough to make a statue ill to have to hear and see them and move among them. Why don't they equip a regiment of rough-riders or make up a battalion of volunteers among themselves? Why don't they fight? The war has jeopardized their property, and they have a keener interest in it than any Tommy or any officer now at the front. He can see the cream and flower of English manhood rushing down here to spill its precious blood for them and never feel a blush of shame, or a pang of any emotion except grief over losses which will still leave many of them rich. Really Capetown is a wonderful place. It is worth the journey to see the streets blocked by able young men and the hotels crowded by rich refugees, while each night's train takes out the fearless gentlemen who are deliberately risking not only their lives, but more of worldly advantage than can ever come to these skulkers who cling to the shelter of England's guns and weep while they wait for men to die that they may rush up to the British treasury with their claims.

If the exhibition these refugees are making in Capetown were as important as it is conspicuous, one would think the Englishmen in charge here would drop the contest where it is and go home in disgust. But it is only a phase of a side issue, quite apart from the principal stake.

SHIPPING REPORTS.

Captain Nesbitt, of the steamship *Zueren*, from Samarang, reports:—Light N.E. winds and calm with fine weather till within 200 miles of port, then fresh N.E. gale and high sea.

Captain Robson, of the steamship *Haitong*, from Coast Ports, reports:—Tamsui to Amoy on the 31st ult. strong N.E. wind, rough sea and cloudy weather. Amoy to Swatow on the 3rd inst. fresh monsoon, moderate sea and haze. Swatow to port moderate to strong N.W. wind, rough sea, overcast and dull hazy weather. Vessels in Swatow on the 4th inst. —Charterhouse.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....30.159
Thermometer.....59.7
Humidity.....74
Rainfall.....1.545

TO-DAY.

WEATHER REPORT. On date at 4 p.m.
On date at 4 p.m.
Barometer.....30.29 30.16
Temperature.....51 54
Humidity.....68 69
Rainfall.....— 69

TO-DAY.

Friday, 5th January, 1900.
Chinese—5th of 12th moon of 25th year of Kwang-si.
Sun—Rises.....6hr. 40min.
Sets.....5hr. 29min.
High water—Afternoon.....6hr. 17min.
Afternoon.....1hr. 23min.
Low water—Morning.....5hr. 30min.
Afternoon.....4hr. 46min.

ANNIVERSARIES.

1642—Sir Isaac Newton born.
1757—Columbus recaptured by Clive.
1827—Duke of York died.
1840—Decree of Emperor Tiao-kuang prohibiting trade with the English.
1858—Commissioner Yeh captured.
1876—D. Smith, late chief officer of Canton river steamer *Ichang*, committed suicide.
1896—Village of Gou, Persia, destroyed by earthquake; 800 killed. The Government yielded to the Chinese petition re the Light and Pass Ordinance.
1897—Sharp shock of earthquake at Kukiang. Trial of Mrs. Carew commenced at Yokohama.

TO-MORROW.

Saturday, 6th January, 1900.
Chinese—6th of 12th moon of 25th year of Kwang-si.
Sun—Rises.....6hr. 41min.
Sets.....5hr. 25min.
Moon—In Equator 11hr. a.m.
High water—Afternoon.....1hr. 2min.
Morning.....4hr. 27min.
Low water—Afternoon.....5hr. 45min.
Morning.....none.

ANNIVERSARIES.

1878—Great Fire at Tientsin 1,400 famine refugees burnt to death.
1889—Wreck of the British ship *Anglo-Indian* near Tamsui; Captain and 13 of the crew drowned.
1890—Messrs. Henry and Victor Roque, Captain Roque's Comptroller attacked by pirates at Dongtrieu, Tonquin; Captain Roque murdered and the rest of the party were taken prisoners and held for ransom until 7th March.
1896—National Reform Committee arrested at Johannesburg.
1897—The dismasted British barque *West York* sold at auction for \$5,800.
1898—The town of Ambino, destroyed by an earthquake.

AGENDA.

TO-DAY.

Cargo ex *Karlshof* subject to rent.
H.K.V.C. ORDERS.
5:30 p.m.—Signalling at Head Quarters.

TO-MORROW.

Noon—P. & O. steamer *Parramatta* leaves, with mails, for London.
N. P. R. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma.
Cargo ex *Merionethshire* subject to rent.
4 p.m.—Football, Rugby, England v. The World, in aid of the S. African Fund.
9 p.m.—Concert at City Hall in aid of the South African Fund.

MONDAY, 8th.

11 a.m. Tenders for specie, for H.M. Treasury chest, received.
3 p.m.—Meeting of the Justices of the Peace, in St. Andrew's Hall, to appoint member of Legislative Council.
4 p.m.—Love at Government House.
Cargo ex *Indragura* subject to rent.

TUESDAY, 9th.
O. & O. steamer *Strathgyle* leaves for San Diego.

WEDNESDAY, 10th.
Noon—Imperial German Mail Line steamer *Prussen* leaves, with mails, for Bremen and Hamburg.
Cargo ex *Tientsin* subject to rent.
9 p.m.—Repeat concert at City Hall, in aid of the S. African Fund.

FRIDAY, 12th.
N. P. R. steamer *City of Dublin* for Victoria B.C. and Tacoma.
Ocean Steamship Co.'s steamer *Dardanus* leaves for Liverpool (direct).
p.m.—Australian-Lloyds steamer *Gisela* leaves for Fiume and Trieste.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Valetta*) 7th inst.
German (*Prussen*) 9th inst.
American (*Copier*) 11th inst.
German (*Sachsen*) 11th inst.
American (*Onsangu*) 14th inst.
American (*America*) 15th inst.
Tacoma (*Tacoma*) 18th inst.
Canadian (*Empress of India*) 22nd inst.

The O. S. S. Co.'s steamer *Stentor* left Singapore this morning and is due in Hongkong on 11th inst.
The N. P. S. S. Co.'s steamer *Queen Adelaide* arrived at Tacoma from Japan and Hongkong on the 3rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isla de Cuba.....at Kowloon Dock.
Isla de Luzon....." "
H.I.G.M.S. *Hertha*....." "
H.I.G.M.S. *Gefion*....." "
H.I.G.M.S. *Algerine*....." "
Strathgyle....." "
Trifalgar....." "
Triumph....." "
Pocan....." "
De Juan d'Austria.....Cosmopolitan "
Memur....." "
Daphne....." "

PASSED THE CANAL.
Outward—5th December—*Benzvairlich*, 8th December—*Glenagary*, *Kogulus*, *Wakasa Maru*, *Yawfusa*, 12th December—*Morgen Westphalia*, *Stentor*, 15th December—*Kleron*, 19th December—*Canton*, *Hyson*, *Lung-bank*, *Sachsen*, *Acelus*, *Burlon*, *Cathay*, 22nd December—*Bahlsberg*, *Kamagawa Maru*, 30th Dec.—*Asutaria*, *Benzvairlich*, *St. Jerome*, *Indus*, *Dart*, *Lakoukku*, *Lynwood*, *Olyssap*.

Homeward—30th December—*Glenagary*, *Suedia*, *Amami*, *Macdonald*.

CITY OF DUBLIN, British steamer, 2,154, Jas. R. Rae, 4th Jan., Tacoma 29th Nov., General—Doddwell & Co., Ltd.
ZWEREN, British steamer, 941, J. H. Nesbitt, 5th Jan., Samarang 26th Dec., and Labuan 31st, Sugar and Cotton.—Lauts, Wegener & Co.
LOONGMOON, German steamer, 1,245, F. Schulz, 5th Jan., Canton 4th Jan., General—Siemens & Co.
HAILONG, British steamer, 783, A. J. Robson, 5th Jan., Tamsui 31st Dec., Amoy 3rd Jan., and Swatow 4th, General.—Douglas, Laprak & Co.
KALAN, British steamer, 1,245, P. Bennett, 5th Jan., Chinkiang 20th Dec., General.—Butterfield & Swire.

SULLAN VON LANGKAT, Dutch steamer, 1,756, A. Blomberg, 5th Jan., Singapore 27th Dec., Oil—Meyer & Co.
KUKIANG, British steamer, 1,240, C. F. Arnold, 5th Jan., Chinkiang 30th Dec., General.—Butterfield & Swire.
WAKASA MARU, Japanese steamer, 3,885, J. B. MacMillan, 5th Jan., Singapore 30th Dec., General.—Nippon Yusen Kaisha.
HATING, French steamer, 705, M. Jensen, 5th Jan., Haiphong 3rd Jan., General.—A. K. Matuy.

MAIDYU MARU, Japanese steamer, 667, T. Ogata, 5th Jan., Amoy and Swatow 4th Jan., General.—Order.

Clearances at the Harbour Office.
Haitong, Portuguese steam-launch, for Macao.
Loos, Chinese steam-launch, for Wuchow.
Loos, British str., for Hoihow.
Saitong, British str., for Samsoi.
Hollatia, German str., for Yokohama.
China, German str., for Saigon.
King Ping, Chinese str., for Shanghai.
Rece, American ship, for Baltimore.
Kogulus, British str., for Canton.
Kukiang, British str., for Canton.
Kant Lun, British steam-launch, for Macao.
Katsuyama Maru, Japanese str., for Kobe.
Kyoto Maru, Japanese str., for Yokohama.
John McDonald, American ship, for Honolulu.

Departures.
Jan. 5, *Thales*, British str., for Swatow.
Jan. 5, *Loos*, British str., for Singapore.
Jan. 5, *Choyang*, British str., for Shanghai.
Jan. 5, *Hai Ping*, Chinese str., for Canton.
Jan. 5, *Sinlu*, 4-masted bark, for Adelaide.
Jan. 5, *Sandakan*, British str., for Sandakan.
Jan. 5, *Vale of Doon*, British bark, for Rajang.
Jan. 5, *Kang Ping*, Chinese str., for Shanghai.
Jan. 5, *Kalgan*, British str., for Canton.

Passengers—Arrived.
Per *Zueren*, from Samarang—4 Chinese.
Per *Haitong*, from Coast Ports—Mr. Anderson, and 499 Chinese.
Per *Wakasa Maru*, from Singapore—13 Europeans, 8 Chinese and 1 Japanese.
Per *City of Dublin*, from Tacoma—Mrs. Gove and 4 children, Mr. Humphreys, and 16 Chinese.

Departed.
Per *Sandakan*, for Sandakan—Messrs. F. H. Inll, W. G. Darby, Mumby, A. Greig, A. Lorentzen, H. Franklin, Mr. and Mrs. P. Breiting, Dr. N. B. Denny, 1 Japanese and 219 Chinese. For Kudat—37 Chinese.
To Depart.
Per *Parramatta*, from Yokohama for Marseilles—Mr. and Mrs. J. Symons, For Calcutta—Mr. E. P. Keebles, From Shanghai for London—Corporals Cox and Duff, For Singapore—Mr. G. Cochran. From Hongkong for London—Messrs. Hugo Wilkens, S. and L. Tubbs (2), E. A. Rogers, R. N. F. Williams, R. N. Ward, Miss McKinnon, and Corporal Davies. For Marseilles—Capt. Udo Pockels, Lieut. F. Rittmer, Messrs. A. C. Garfit and C. Jacques, For Suva—Col. and Mrs. Edge, and Miss Haynes, For Bombay—Messrs. F. C. Hilsenaria and E. Luinje, For Penang—Mr. P. D. Donald, For Singapore—Messrs. W. Smith and Lum-U Cho.

During the late summer (1896) I passed several weeks in a foreign city nearly as healthy as London. I had about the same amount of heat, and for six nights, when it was worst, I do not think I slept as many hours altogether. The result of nervous collapse was simply awful. My brain reeled; I could neither understand nor do anything rightly. I walked, as the good book says, "in a vain show." What showed things look like—how destructive this nervous system is to health.

In healthy sleep the nervous system is inactive—more especially that of the brain and spinal cord. The body lies quiet, the muscles relaxed, the pulse slower than when we are awake, and the breathing less frequent but deeper. Then nature—wise keeper of the house of life—proceeds to renew the energies expended through the day. To mind this renewal, even in part, is to treat the edge of insanity and look into the mouth of death.

"Methought I heard a voice cry, 'Sleep no more! Macbeth doth murder sleep!'" So said Macbeth himself; but there is a power which murders more sleep than ever did Duncan's assassin; and to that Mrs. Macbeth alludes when she says of her daughter, "She got no sleep."

In May, 1891, writes the lady, "My daughter Letitia fell into a long week condition, and could not get up her strength. She had no appetite, and what little food she took gave her great pain at the chest and side. She got no sleep at night, and became very nervous and low-spirited."

"As time passed by she grew weaker and more feeble, and we thought she would never get better. A doctor attended her, but none of his medicines seemed to suit her case, and for two years she continued to suffer."

"One day she read in a book about Mother Selge's Emulsive Syrup and what it had done for others. She got a bottle from Mr. Nicholls, chemist, Donegal Place, and after taking it began to improve, being able to eat, and her food agreeing with her. After having used this medicine a short time she was as healthy as well ever, and has since lived in perfect health. For a long time a self-sufferer from weakness and indigestion, and seeing what good Mother Selge's Syrup had done, I took it and was completely restored to sound

Intimations.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 13th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

MEYER & CO., General Managers.
Hongkong, 30th December, 1899. [1622a]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of the SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited,
The West Point Building Co., Limited.
Hongkong, 3rd January, 1900. [15b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of the SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong, 3rd January, 1900. [14b]

NOTICE is hereby given that a certain SHARE CERTIFICATE numbered 2737 for 100 Shares in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, has been issued fraudulently and without the authority of the said Company and is now in circulation.

ALL PERSONS therefore are hereby warned against purchasing or otherwise dealing with the said Share Certificate.

EDWARD OSBORNE, Secretary to the Hongkong & Kowloon Wharf & Godown Co., Limited.
Hongkong, 30th December, 1899. [1625a]

TREASURY BILLS.

TENDERS for SPECIE-MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 8th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES, Colonel,
T. C. Officer, China.
Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 3rd January, 1900. [22b]

"THE ABSENT MINDED BEGGAR."
GRAND NEW PATRIOTIC POEM BY RUDYARD KIPPLING Music, by Sir ARTHUR SULLIVAN.
Has created a furor unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."
Proceeds given to Patriotic Fund.

ROBINSON FIANO CO.,
Hongkong, Shanghai & Singapore.
Hongkong, 20th December, 1899. [1580a]

JAPANESE CURIOS.
JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 16th December, 1899. [1382a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.
Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' Hall, 66, Queen's Road Central, Hongkong. [138]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895. [118]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"
Captain Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th January, 1900, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1900, at 2.30 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 30th December, 1899. [1624a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"
having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 7th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 2nd January, 1900. [15b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 3rd January, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. IRENE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.
Hongkong, 3rd January, 1900. [4]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

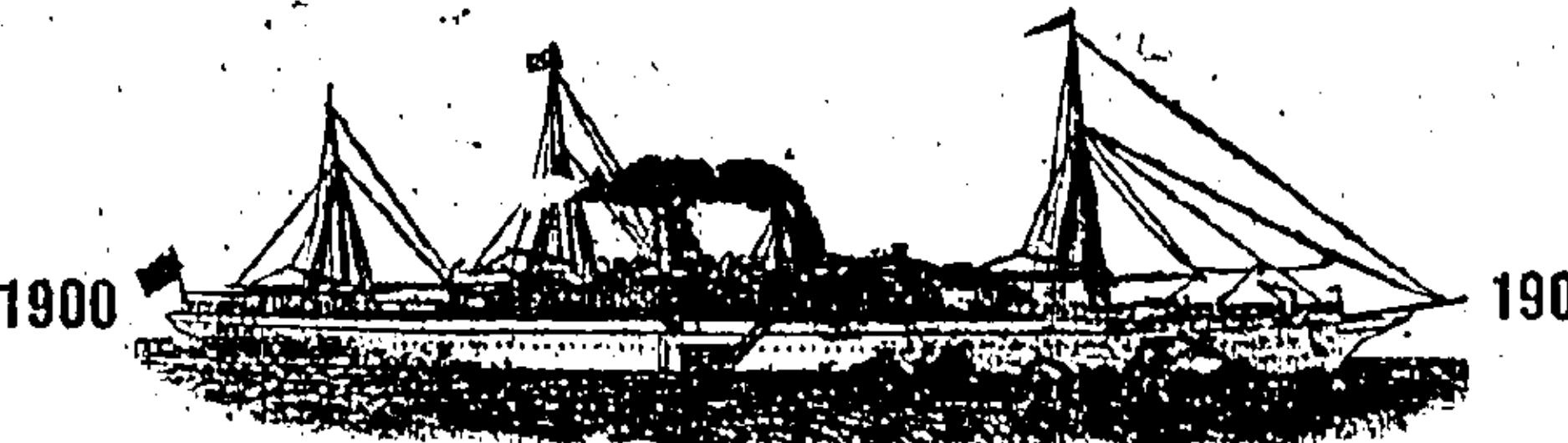
WITHOUT TRANSHIPMENT.

STEAMERS.

For Freight or Passage, apply to:
H. A. RITCHIE, Superintendent, Hongkong.
4th December, 1899. [1499a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street. [3]

Hongkong, 20th December, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Saint Irene... 3,877 | W. Attree... Jan. 6.

City of Dublin... 3,328 | J. R. Rance... Jan. 12.

Greenland... 3,367 | G. E. Elliott... Jan. 20.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie... 3,777 | J. Murray... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW-YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.
Hongkong, 23rd December, 1899. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Strathgyle... 5,023 | Wednesday, Jan. 10.

Carlisle City... 3,502 | about Jan. 20.

Belgian King... 3,379 | about Feb. 1.

Carmarthen... 2,929 | about Feb. 15.

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 10th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 5th January, 1900. [1330]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU.....	YOKOHAMA (DIRECT).....	To-morrow, 6th Jan., at 4 P.M.
INABA MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SUNDAY, 14th Jan., at
*KINSHU MARU.....	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA SHANGHAI (WOSUNG), KOBE AND YOKOHAMA.....	MONDAY, 15th Jan., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.....	FRIDAY, 26th Jan., at 4 P.M.
KANAKURA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.....	FRIDAY, 26th Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.
Hongkong, 5th January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA.....	HAVRE and HAMBURG.....	15th January. Freight and Passage.
Fuchs.....	(LONDON with transshipment in HAMBURG).....	18th January. Freight.
AMBRIA.....	HAVRE and HAMBURG.....	18th January. Freight.
Burmester.....	(LONDON with transshipment in HAMBURG).....	About 27th January. Freight.
WITTENBERG.....	HAVRE and HAMBURG.....	1st February. Freight and Passage.
Madsen.....	(LONDON with transshipment in HAMBURG).....	About 5th February. Freight.
*SILESIA.....	MARSEILLES, HAVRE & HAMBURG.....	About 8th February. Freight.
Behrens.....	(LONDON with transshipment in HAMBURG).....	About 8th February. Freight.
HOLSATIA.....	HAVRE and HAMBURG.....	1st February. Freight.
Baile.....	(LONDON with transshipment in HAMBURG).....	1st February. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.
[981]

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG. VIA INLAND SEA OF JAPAN AND HONOLULU.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 4th January, 1900. [1310]

THE U.S. Mail Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

THE SAMOAN DEAL WITH GERMANY.

The *Daily Chronicle's* correspondents in Melbourne and Washington have cabled to London summaries of the apparent views taken by Australia and the United States of the Samoan agreement arranged between Germany and Great Britain. The Melbourne message stated that:—"The attitude of Australia towards the Samoan agreement is one of general regretful acquiescence. Lord Salisbury's difficulties are appreciated. In view of the relatively small British interest, trade will not be seriously affected by the withdrawal from the islands. The chief interest of Australians lies in the fact that Samoa is an important point on the direct route to America, and while America holds Tutuila safely the route is guaranteed. Missionaries hope that Lord Salisbury has preserved their right freely to continue their work. The Australian Governments were privately appraised beforehand, and none are opposing, but Mr. Lyne, the Premier of New South Wales, complains that premature disclosure of the scheme in England prevented the Premiers from conferring on the subject. He intends to consult the Sydney Parliament before replying to Mr. Chamberlain. Sir George Turner (Premier of Victoria) and Mr. Kingston (Premier of South Australia) regard the settlement as satisfactory. Mr. Seddon, the Premier of New Zealand, declines to speak until the matter has been discussed by the Cabinet of that Colony. It is, however, to be noted that commercial opinion in New Zealand disapproves of the arrangement, fearing a loss of trade. The concession of the Tongan Islands is regarded as unimportant, seeing that Germany has practically no footing there. The Solomon Islands are considered valueless, owing to the wilderness of the people, though they are a fruitful recruiting-ground for the Queensland sugar-planters." The Washington cable announces that:—"An important feature of the Samoan agreement which has not yet been made public is that Great Britain and the United States have been granted equal trade rights with Germany in the islands controlled by Germany, the United States gives Germany reciprocal privileges at Tutuila. By this agreement the three nations are put on a footing of perfect equality throughout the Samoan group, and no nation will profit over another by tariff discrimination. This is of special importance to the Australian Colonies as safeguarding their interests and protecting Australian commerce with the islands, which are large enough to be important to the colonies. It was this article in the agreement which caused delay. Germany claimed the right to impose a discriminating tariff, but Great Britain insisted on the open door in Samoa. The British demand was ably seconded by Mr. Hay, who announced that the United States would not agree to partition unless equal trade rights were assured." From Wellington comes a cable stating that:—"The *New Zealand Times* condemns the action of the Imperial Government, and the *Auckland Herald* regrets the abandonment of Samoa." A *Central News* cable from New York runs as follows:—"Commenting on the motives which have influenced the British Government to conclude the Samoan Treaty, the *Evening Post* says that though the United States has, and can have, no alliance, secret or open, with England or Germany, it can have a good understanding with them. The United States can be a silent partner in the Anglo-German firm. From Britain has come a 'Reuter's' message stating that:—"Count von Bulow has received many congratulatory messages on the occasion of the Anglo-German agreement relating to Samoa, the *Griffid Duke* of Teck and the Duke-Regent of Mecklenburg-Schwerin complimenting the Secretary of State in particularly cordial terms. Count Coluchowski, Austro-Hungarian Minister for Foreign Affairs, also sent a telegram of congratulation." The *Pall Mall Gazette*, commenting on one of the messages just quoted, remarks:—"The Washington correspondent of the *Chronicle* has been informed that the Samoan agreement secures for the United States and ourselves equal trading rights throughout the islands. The Germans, it appears, were anxious to impose a discriminating tariff, but our Government would have none of it, and Mr. Hay backed them for all he was worth. We most sincerely hope that the news is true, and that Lord Salisbury refrained from commenting on the point in his Guildhall speech, because he did not wish to ruffle the susceptibilities of the colonial party at Berlin. The opening of the Samoan door would remove the only substantial ground of objection on the part of the Australian colonies, more especially of New Zealand, the Government most intimately concerned. Even without the knowledge of that advantage, they have received the convention with what a correspondent describes as regretful acquiescence—a rare, but most creditable attitude of mind."

THE DUKE OF CAMBRIDGE ON CONSCRIPTION.

The Duke of Cambridge is not among those who believe that conscription is desirable, or is even necessitated by the vastly increasing strain which is steadily being put upon our army by the growth of our Empire and the creation of fresh responsibilities. In distributing the prizes to the Middlesex Yeomanry Cavalry (Duke of Cambridge's Hussars), at their annual meeting concert, in St. James' Hall, his Royal Highness delivered an address to the officers and men, in which, having expressed his confidence in the ultimate and triumphant success of British arms at the Cape, he proceeded to say:—"There is a fine spirit abroad in the nation. Both men and officers are zealous and eager to do their duty by the nation, and the nation is prepared to support them to the utmost extent of its power. In the end I am confident neither this country nor the Empire will have lost by the great exertions they have been compelled to make during the past month or so. I am sure all you yeomanry here tonight, both officers and men, will most sincerely be sent to South Africa. But the yeomanry were not established for that purpose. I have no doubt, however, if necessity arose, any Government would be only too happy to look to the yeomanry, militia, and volunteers for support. So long as the necessity does not arise the Regular Services of the country should do that portion of the duty which is assigned to them at their own request. There is not a man in the Services who has not joined of his own free will. There is no conscription. There is no need for conscription. Certain great States have benefited by it, but if you can do without conscription do so. I do not see how it could be introduced into this country. This is a free nation, the people can do what they like, and there is the spirit in them to do what is right and just which always comes out on occasions such as this. (Loud cheers.)"

CONTINENTAL OPINION ON LORD SALISBURY'S SPEECH.

The *Standard's* Vienna correspondent announces that the London Correspondent of *Politische* is informed, from an authoritative quarter, that a much discussed passage in Lord Salisbury's Guildhall speech is to be interpreted as meaning that, for the present, no annexation in South Africa is contemplated, and that there is a disposition to leave to the two South African Republics their autonomy, provided that equal rights are secured to all white men, that the Boers are disarmed, their fortifications demolished, and the military organisation of these countries in future rendered impossible. These conciliatory and moderate views are, however, the Correspondent says, liable to modification, according to the duration of the war, and the sacrifices it entails. Commenting upon this the *Standard's* correspondent adds:—"The original source of the above statement is unknown, and it would be a new departure for the British Government to make use of a continental newspaper in the way adopted by other Governments for the propagation of their views. Still, it might be as well to warn Austrian and German journalists that it is the usual readers of the *Politische* Correspondent, against a mistaken interpretation of Lord Salisbury's speech." From Lisbon comes a message from the *Standard's* correspondent there, stating that:—"The *Amplitude*, referring to Lord Salisbury's declaration that England will not permit foreign intervention, says that no Power thinks of intervening in the conflict in South Africa, or of fishing in troubled waters. Germany has profited by negotiations with England. Russia has not fared badly; but France, which was most violent in attacking England, does not receive the slightest compensation. *Amplitude* goes on to say: 'Small countries may expect to receive a similar lesson if they put their trust in a friendly International sentiment. The Boers, misled by foreign advice, and abandoned by their friends, will have to pay dearly for their rebellious and audacious war; and England, with the seas crowded with ships carrying troops and ammunition, not weakening but strengthening all her naval stations, will yet have ready in her Reserve sufficient ships to entertain the German Emperor. In conclusion, the paper says that at the present moment Mr. Kruger is stirring up the horrors of war, for the benefit of a people and race which has not the strength to conform itself to the requirements of civilisation.'"

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—
Arnold, A. K. Kelly, Mrs.
Barker, A. M. Lochender, Lord
Bachmann, Mrs. E. Langlade, Mme.
Bingham, Mr. & Mrs. Lillie, J.
Barton, W. T. McRay, A. H.
Bückendorf, A. Meane, G. H.
Brown Bros., N. P. McLeod, Mr. and Mrs.
Butt & Co. Modugno, P.
Butt, W. S. Martini, Sig.
Blaskey, A. McCoy, J.
Brown, R. A. McClelland, Miss
Bureau, G. Morris, Mrs. M. E.
Bisset & Co., Messrs. McGilvray, D.
Calder, Miss Modigliani, G.
Cong, G. Modigliani, G.
Cubb, A. Machado, R. A.
Camillo, C. Maitland, R. A.
Cooke, D. Mason, F. O.
Crook, Miss H. C. Maitre, C. E.
Charles, W. D. Poinclet, C. H.
Clark, Miss M. Petchak, M.
Cum W. S. Prynn, E. L.
Closs, C. G. Pelley, E. L.
Churchill, W. Christensen, Mrs. B.
Christensen, Mrs. B. Croback, H.
Covell, J. M. Cowell, J. M.
Cordon, J. A. Duncanson, Mrs. J. A.
Dunbars, A. Dalton, E. O.
Dawson, R. A. Dauterhaw, Mrs.
Dicke, R. Duncan, J. W.
Duncey, C. Dow, P.
Dunstan, A. P. Dunant, A.
Emanuel, A. H. Francis, Mr.
Frankel, L. Francis, Mr.
Fondry, C. F. Fierman, M. G.
Fierman, M. G. Ferrant, Mons.
Fenelas Fry, Dr.
Forster, R. C. H. Forster, R. C. H.
Glaspe, Mr. Golde, Mrs. G.
Geis, Mrs. L. Goldman, G.
Grosjean, Mons. Goldshy, S.
Hudson, Lt. A. K. Hecsketh, S. B.
Hesketh, S. B. Harrison, W. H. C.
Haviv, Maria Hold, J. G.
Haward, J. C. Haimovitch, E.
Hague, Mrs. Hill, Mrs.
Hardouin, C. Hellejian, S.
Johnson, A. H. Jackson, H.
Johnson, G. C. Karmol, J.
Kryndon, A. King, L. H.
Knoll, Miss L.

List of Registered Covers in Poste Restante.
Antonietta, Ferriolo. Mugal Khan
Bonamour, P. Madar, O. M.
Bourdanel, Mons. de Miller, Mr. S.
Cusomitti, A. (2) Nestor, W. N.
Cameron, Wm. Pohisingh, Teguina
Crawford, J. R. Rleus, A.
Chief Engineer Hong-Rennault, Mons. Paul (2)
Jong Rattay. Romero, J.
Ekman, Miss Ida. Reiber, F.
Forsyth, G. G. S. Rankin, A. W.
Gajards, J. Ranchverger, Miss F.
Hooper, G. W. (4) Schwarz
Hancock, W. St. J. Stemer, C. L.
Israil, Esik. Silva, M. da
Jackson, Sergt. C. Swantanes, Rupert, S. C.
Johnston, W. J. Syett, Mr.
Kander Khan. Sanders, Mrs. M. A.
Kaufman, W. W. Suckerman, R.
Kohn, Sigfried. Silva, L. J. da
Lopez, J. G. Telo, Mrs.
Mayer, A. Teltina, Mr. G.
Miller, Miss. Vanuxen, L. C.
Meha, Estain. Weismann, B.
Mullins, D. Weismann, J.
Well, R.

List of Registered Covers for Merchant Ships.

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S.S. *Catfish* J. Williams.
S.S. *Carlisle City* Geo. Croall.
S.S. *Diamond* J. Fleming (Baker). (2)
S.S. *Dionah* W. McManie.
S.S. *Loosek* G. Mentus.
S.S. *Melice* A. J. Farrell.
S.S. *Patroclus* D. Pritchard.
S.S. *Patroclus* W. R. Wignmore.
S.S. *Paranang* Chief Engineer.
S.S. *Rosetta* Miss Elder.
S.S. *Rosetta* M. T. Clarke.
S.S. *Tsinan* Capt. Anderson.

Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricard, Nostan, Joubert, Velpaen, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pruritus, spots, blotches, pains and swellings of the joints, secondary syphilis, disease of the lungs, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [99]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply c/o This Office.
Hongkong, 18th August, 1899. [1048a]



Kananga Water the most delightful Toilet Water. It renders the skin firm, removes mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

Now Sentations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S XORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
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RIGAUD'S CASMINE or Chameli EXTRACT
S. RUE VIVIERE, PARIS

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 27th September, 1898. [43]

MEE CHEUNG,
PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.
[S] now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September 1898. [45]

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superiores will be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—
REUCE, American ship, D. Whitmore—Standard Oil Co.

Shipping. STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship

"AIRLIE."
Captain C. Cock, will be despatched as above TO-MORROW, the 6th instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 5th January, 1900. [1528a]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 7th instant, at Daylight.
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.
Hongkong, 2nd January, 1900. [1213]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"CATHERINE APCAR."
Captain J. G. Offert, will be despatched for the above Ports, on TUESDAY, the 9th instant, at Noon.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 2nd January, 1900. [7b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"AFRIDI."
will be despatched for the above Port about the middle of January, 1900, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS."
For Freight apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 20th December, 1899. [1503a]

"SHELL" LINE OF STEAMERS.
FOR GENOA AND MARSEILLES.
THE Company's Steamship

"TROCAS."
Captain Moses, will be despatched as above on or about the 17th January, 1900.
For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1899. [1612a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRAVELLI."
Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900.
For Freight, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 20th December, 1899. [1583a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR."
Captain Jackson, will be despatched on TUESDAY, the 23rd January.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th November, 1899. [1539a]

"SHELL" LINE OF STEAMERS.
FOR LONDON.
THE Company's Steamship

"COWRIE."
Captain Davies, will be despatched as above on or about the 31st January, 1900.
For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1899. [1613a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"QUEEN ELEANOR."
will be despatched for the above Port, on or about the 1st February.
To be followed by THE Steamship "MORVEN," about the 25th February, 1900.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 3rd January, 1900. [15b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENECLAUS."
Captain Towell, will be despatched as above on TUESDAY, the 6th February.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th December, 1899. [1618a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOURABAYA.
THE Company's Steamship

"KANSU."
Captain Somerville, will be despatched as above on WEDNESDAY, the 7th January.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd December, 1899. [1598a]

Shipping. STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"HANGCHOW."
Captain Pearce, will be despatched as above TO-MORROW, the 6th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th January, 1900. [12b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above on MONDAY, the 8th instant, at 5 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th January, 1900. [124b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"SUNGKIANG."
Captain Mong, will be despatched as above on MONDAY, the 8th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th January, 1900. [1617a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"DIOMEDE."
Captain Goodwin, will be despatched on TUESDAY, the 9th January.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th December, 1899. [1538a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.
(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
THE Company's Steamship

"GISELA."
Captain F. Mosca, will be despatched as above on FRIDAY, the 12th instant, P.M.
Sift and Valuable are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 4th January, 1900. [23b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above on MONDAY, the 15th January.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd December, 1899. [1597a]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched on MONDAY, the 15th January, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd December, 1899. [1597a]

MITSUI BUSSAN KAISHA
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Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHWANG and all Ports in JAPAN.
Agents:—

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Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
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MITSUI BUSSAN KAISHA, M. FUJISE, Manager.
Hongkong, 11th December, 1899. [4c]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.
SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to W. STUART HARRISON, Manager.
Hongkong, 18th January, 1898. [155]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Vauclerc and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES, Nos. 41 & 42, Queen's Road Central. [40]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$160. A special reliable Watch made for this climate. Quality A—\$160. Quality B—\$120.
20, QUEEN'S ROAD, Watson's Building. [154a]

AERATED WATERS.
I HAVE been appointed Agent in Kowloon for the sale of the CELEBRATED AERATED WATERS, manufactured by A. S. WATSON & Co., Ltd., which can always be had at my shop in Kowloon at the same Prices that are charged in Hongkong.
R. RUTTONJEE, 21 & 22, Elgin Road, Kowloon. [1454a]

"FOR THE BLOOD IS THE LIFE."
Clarke's Blood Mixture
THE WORLD-FAMED BLOOD PURIFIER AND RESTORE
IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrophulous, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Blackheads and Pimples on the Face, Cures Eczema, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all Impure Matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.
Clarke's Blood Mixture is sold in Bottles of 50 each, and in cases containing six times the quantity—sufficient to effect a permanent cure in the most majority of long-standing cases—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LITTLE AND LITTLE CO., Limited, 11, Abchurch Lane, London, E.C. 4, ENGLAND. Trade Mark—A Blood Mixture.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "LITTLE AND LITTLE CO., Limited" are engraved on the Government Stamp, and Clarke's Blood Mixture is the only one in the world, which bears the name of the Proprietors, THE LITTLE AND LITTLE CO., Limited, 11, Abchurch Lane, London, E.C. 4, ENGLAND.

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